[020]   According to this variant, the characteristic line is multiplied by a factor that characterizes the driver's activity as a function of the gear change and output speed gradient. In this case the characteristic line always gives positive values. Alternatively, different characteristic lines are established for various characteristic driver behaviors (again as a function of the [[gar]] gear change and output speed gradient). By averaging between the driver types, intermediate types of drivers can be allowed for.

[022]   Below, the invention is explained in greater detail with reference to the figures, which show:

[023]   Fig. 1 is a time-engine speed (n_mot-t-) diagram, which illustrates the problem upon which the invention is based, [[and]]

[024]   Fig. 2 is a representation of the speed offset as a function of the output speed gradient according to the invention[[.]]; and

Fig. 3 is a flow diagram of the method of the present invention.